PITTSBURGH GAZETTE.

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PITTSBURGH.

WEDNESDAY MORNING, JUNE 22, 1853.

☞ *READING MATTER WILL BE FOUND ON EACH PAGE OF THIS PAPER.*

☞ PITTSBURGH WEEKLY GAZETTE.—The extensive circulation of our Weekly Gazette offers to our business men a most desirable medium of making their business known. Our circulation is between four and five thousand, reaching almost every village and county in Western Pennsylvania and Eastern Ohio.

☞ TO ADVERTISERS.—Neither the Editorial Rooms nor Printing Establishment of the DAILY GAZETTE are opened on Sunday. ADVERTISERS who desire their notices to appear in the paper on Monday morning, will please hand them in before 5 o'clock, on Saturday evening.

DEMOCRATIC WHIG NOMINATIONS.

FOR CANAL COMMISSIONER,

MOSES POWNALL, *Of Lancaster County.*

FOR AUDITOR GENERAL,

ALEX. K. McCLURE, *Of Franklin County.*

FOR SURVEYOR GENERAL,

CHRISTIAN MEYERS, *Of Clarion County.*

PITTSBURGH AND CONNELLSVILLE RAILROAD.

All the preliminaries necessary to be definitely settled, before commencing this great work, have been nearly disposed of. Gen. Larimer has moved cautiously and successfully, and has wisely determined not to put the road under contract while any thing remained calculated to embarrass its future management, or to militate against its most triumphant success. Only one matter now remains, which is in a process of negotiation, and will be most likely definitely and satisfactorily settled this week. The work will then be commenced with prospects more flattering than any other that has been commenced within our knowledge.

A gentleman who possesses considerable engineering skill has lately passed over the line, for its entire length, and gives very flattering accounts of the practicability and general character of the route. We are permitted to make some extracts from a letter transmitted to the President. He says:

The Engineering features of the route examined are as follows: The line from Pittsburgh passes up one general and uninterrupted valley, along a continuous water course to the summit; where by a tunnel it crosses to, and descends by, a second valley, and a similar water course to Cumberland. The excavations may be, with the exception of the tunnel, wholly side cuts or ditch work; no hauls. The bridges and culverts requisite are few, and plenty of proper material is at hand for their construction where needed. The rock excavations will be in limestone, sandstone, coal, and red shale.

The waters have literally cut through the mountains to their bases, and yet with so gentle a descent that only a few mill seats are to be found on the main streams, and nearly all of them using undershot or submerged wheels.—The grades on such a route must be small.—The tributaries to these streams afford ample water power, with the exception of Will's Falls and those at Southampton Mills on Wills' Creek; and the Ohio Pile Falls on the Youghiogeny, which last named was recommended years since by Col. McRae and others as the best site in the country for a National Foundry and Armory.—Not a fall occurs on either of the main streams worth your notice. And with the exception of the summit, not a mountain crosses the line, nor is it requisite anywhere else to make a through cut of any great size.

Highly cultivated farms abound on each side almost contiguous to the route after rising the mountains. Tanneries, saw and grist mills, distilleries, woolen factories, coke ovens, furnaces, manufactories of spades, shovels, picks and bars, already in operation will afford reasonable facilities during the constructing of the road, and will supply much local business for it when finished. The commerce of the section of country to be accommodated is by no means so inconsiderable as might be supposed. There is a large population residing in the counties of Allegheny, Washington, Fayette, Westmoreland, Somerset and Bedford in Pennsylvania, who require a rail road to keep up with the times.—Those who object to the long hauls up hill to the Pennsylvania Railroad, will find the same objection to your road situated mostly below them.

3. The climate of the surrounding country is healthy, as is indicated by the number of well persons living, who have attained advanced years in life. It is not subject to sudden changes, nor to extremes of heat and cold. Water of the purest quality is to be had in abundance.

Produce, timber and lumber are hauled from various points contiguous to the route, from forty to seventy miles to market; either to the Wheeling Road at Cumberland, or to the head of Black Water navigation at West Newton. The cash value of farming lands is a correct datum from which to estimate the probable amount of local business, which their production will furnish to a rail road to be constructed through them. The lands under consideration are, and have for a long time, been averaged at fifty dollars per acre, irrespective of surplus timber and coal.—A more healthy farming population is not to be met with for the same extent of country without a railroad or water communication, than is found accessible to and upon the route of your road. Therefore its prospects for local business compare most favorably with other lines already in operation. And your road, when finished, will offer to an adult immigration into its neighborhood, inducements of no ordinary character. The climate, I have mentioned and the water. The soils are deep and underlaid by limestone or red shale soils almost throughout. Building stones and stones for the manufacture of glass are abundant; as also is timber of Oak, Maples, Beech, Pines, Hemlock, Black Walnut, Chestnut and Yellow Poplar. Iron ores and limestone are found to considerable extent in some vicinities. And coal, which is generally abundant up to within a few miles of the summit on the Pittsburgh side, and side by side with the route examined, is in some instances of eight, ten and fifteen feet in thickness.

The whole distance, the same writer says, cannot exceed 153 miles; and by making a longer tunnel than the one now contemplated, the distance can be reduced to 145, and the gradients very considerably reduced. These are matters, however, which will be best decided with a corps of engineers in the field.

We are pleased to learn, also, that an excellent state of feeling towards the work exists in Cumberland. This we anticipated, from the friendly and hospitable manner in which the committee from Pittsburgh was received last spring. We learn that some $200,000 of private stock has been pledged in that region. In fact subscriptions flow in upon the work with a freedom we have never seen equalled. Capitalists are keen and shrewd discoverers of the value of stocks, and they have universally expressed their confidence in the superior character of that of this great and most important work. We hardly dare tell all we know for fear we should not be believed; but of one thing we can assure the public that the Pittsburgh and Connellsville Railroad is now beyond all danger of failure.—Its early completion is entirely secured. And the whole community will join with us, when we say—*all honor to Gen. Larimer!* But for him the work would not now have been in existence.

OHIO AND PENNSYLVANIA RAILROAD.—The iron has arrived, the cross ties are mostly on the ground, and every preparation made to put down the second track between this city and Sewickley. This will add greatly to the convenience and facilities of this end of the road, which is crowded with business.

An injunction has been sued out to prevent the Company from erecting a passenger station on the South Common—or in other words, to place a roof over the track at present occupied. We can see no good reason for objecting to such a structure, for it will not add any thing to the noise and bustle complained of in that part of the town, but will rather diminish it. The Company has possession of the ground, and cannot be dispossessed, and the erection of a handsome open structure will not only be a great convenience for passengers, but will diminish the noise complained of, and be rather an attractive object. The freight station will be erected on the Company's ground, lying for several hundred feet along the road.

We are glad to learn that the road is now doing an excellent business, all its trains running full. The freight business is rather dull, but the fall business will soon commence, and will doubtless be heavy.

A cash dividend of 3½ per cent. for the last six months, will be declared on the first of July, which will be the commencement of future regular cash dividends of from 7 to 12 per cent.—As the road is only just completed, the fact of its being able to pay a dividend equal to 7 per cent. per annum from its earnings, is evidence of the excellence of its location, and of its superior management.

THE PORTAGE RAILROAD STRIKE.

The public business is put to great inconvenience, and the State is subjected to great loss, from a strike of the hands employed on the planes of the Portage Railroad. The passenger trains are subjected to great difficulty in making their trips, and unless something is done, transportation and travel will be suspended altogether. But this is not the smallest evil. It seems from an address of the workmen, published below, that the Canal Commissioners, or their underlings, have shamefully neglected their duty, and have failed to pay their men for months together, until they could no longer stand it. This shameful neglect has either proceeded from gross carelessness or from intention to give those human sharks who are always preying upon the necessities of others, an opportunity of buying up at a discount the hard earned wages of these men. Had it not been for their address, and from the fact that they have actually turned out from this cause, we could not have believed that any men could be found so utterly mean, selfish and devilish, as to keep the hireling from his wages, and subject him to annoyances and loss. How long will the people of Pennsylvania suffer such things to be? Just so long as they are seduced by the syren song of a false Democracy.

The following is the statement of the workmen:

FELLOW CITIZENS: The undersigned, operatives on the Allegheny Portage Railroad, have met to-day to devise the best and most effectual means of procuring our wages for work done, on said railroad. We will make a brief statement of the grievances which we complain of. Many of us have been in the employ of the Commonwealth on this road for years; during the past year we have frequently worked *eighteen* hours out of the *twenty-four*, and often longer; we have not received any money from the Commonwealth for *six months*, and many of us *ten* or *eleven* months; persons have credited us and are now clamorous for their money. We have not murmured or complained, and would not now, only for because has ceased to be a virtue. Many of us have been compelled to sell our time, paying from 10 to 16 per cent. to speculators, to pay debts contracted to support ourselves and families, and on those debts had to pay an advance of from 10 to 20 per cent. more than we could have purchased for cash; thus losing at least 25 per cent. on our wages in consequence of not being promptly paid.

Those Check Rolls and Bills against the State, which have been sold, are the first which find their way into the Treasury, are consequently first paid, without regard to precedence. Did they take their regular time we would not complain, but that time worked in the spring should be paid for in preference to that worked the previous fall, merely because the rolls have changed hands, we do complain most bitterly of. The injustice is too great to be borne any longer.

We have been told that some SIXTY THOUSAND DOLLARS of claims has passed into the Treasury without the Superintendent of the road paying a dollar on them, or passing through his hands, thus causing a loss to the operatives of at least SIX THOUSAND DOLLARS in the shape of discount. There is something wrong. We complain that hands have been discharged without being paid, and forced to seek employment elsewhere—compelling them to come time and again for money, and finally having to sell their time at a heavy discount, as the only means of getting their money.

Money in every branch of the government is plenty; the hands on the new Portage road are all paid up to the first of June. The money with which they are paid was appropriated at the same time the money was appropriated to pay us. If the appropriation was not large enough to pay the expenses of the road, let it be paid out as far as it will go, and the money fairly divided, and we will not complain. But we do, and will complain of having to stand a shave on money which was earned and ought to have been paid months ago, as long as there is any money appropriated, which is, or ought to be, in the Treasury.

This is the first time since the construction of the road, that hands have been compelled to adopt this course to get their wages. The time was when they were paid monthly; we are sorry that it is not so now. Wages have advanced on all roads in the country. We have not asked for an advance, we only ask to be paid monthly.—We call on our fellow citizens to aid us in securing our rights. And further, we call on the officers against whom the implicit charge is, to clear themselves, and let the blame rest in the right place.

Correspondence of the Daily Pittsburgh Gazette.

ERIE, PA., June 16, 1853.

This afternoon I made my first visit to this beautiful little city. I expected to see a pretty place: but I confess it far exceeded my preconceptions. A finer site for an extensive city can hardly be imagined. The streets are laid out on a liberal scale, at right angles, and the buildings are generally in admirable taste—many of them splendid.

Although others of the lake cities have greatly outstripped Erie in the march of improvement, yet I am glad to see unmistakeable evidences of thrift and advancement. The coal trade of this city is of a magnitude that surprised me. Rochester, Buffalo, Chicago, Toronto, and other cities on the lakes derive most of their coal from this place. It is procured from the mines of Mercer and Lawrence counties, and brought here by canal. It is perhaps a fact known to but few, that the Collins steamers are propelled across the Atlantic by the use of Mercer County coal purchased in Erie.

Being so well supplied with coal, this ought to become a great manufacturing city, and doubtless will become so before long. It has all the advantages that lake navigation, railroads and abundance of cheap fuel can give it. It lacks, two things, however: one is a direct railroad to your city; and the other is a loud trumpet in the shape of a vigorous well-sustained daily press, to keep this noisy, rushing world of ours from forgetting that such a place as Erie exists. One such paper as the Cleveland Herald, for the past ten years, would have been worth millions of dollars to this city, and would have quadrupled its population. As a Pennsylvanian I wish to see Erie keep up with her lake rivals.

Yours truly, J. C.

MEMPHIS CONVENTION.—The subjects which received the endorsement and recommendation of the Convention were—

1. The Pacific Railroad.
2. The favorable settlement and adjustment by our Government of the difficulties in regard to the Tehuantépec route.
3. The protection of the Cotton Interest from injurious discriminations by diplomacy, when practicable.
4. The fostering and encouragement of the trade with the Amazon, Oronooco and La Plata rivers, through steamers from Southern ports.
5. Direct steam navigation with Europe from Southern ports.
6. Address on the most valuable form of Cotton for export.
7. Recommendation in behalf of Common Schools in the States.
8. The adoption of means to ascertain the laws which govern, and to investigate the practicability of guarding against the floods of the Mississippi and its tributaries.

HARVESTING, WHEAT CROP, &c.—Farmers in the vicinity of Bellville, Illinois, and beyond the Bluff, on the opposite side of the river, commenced cutting their wheat last Saturday. A majority of the field will be down during the present week, and new grain may be expected by the 20th or 25th of the month, fully as early, if not earlier than last season. North of this city, for a considerable distance, harvesting will commence before the expiration of the month, and before the middle of July, new wheat will begin to arrive in considerable quantities. Last year we had the new crop in market in June, and by the 10th and 15th of the following month, receipts were quite liberal. The fly and rust, has done considerable injury in some localities, but it seems to be the prevailing opinion that the crop of the West will be full an average one, and uniformly of good quality. Northern Illinois, and the North Eastern portion of this State, have suffered severely from the insect and wet weather, but to the South and East, and in the extreme North, we hear no complaint of shortness of yield from these causes. New wheat of good quality will open in this market at from 75 to 80c., and possibly choice samples may command more. There is some of last year's crop still in the country, but as this market has been deficient in receipts for several years, the old and the new together will have perhaps little or no effect upon prices. At all events, we never expect to see a prime article of wheat much below our figures for the present crop.

Harvest will commence here in a few days, and we can truly say that more Wheat will be made in this county this season, by far, than at any time previous. The Corn crop is looking well; Oats suffering for rain; a fair prospect for Potatoes; the crop of Grass unusually heavy.—With a fine rain shortly the Oat crop will be better than usual.—*Rockville (Md.) Journal.*

THE CROPS.—Many fields of grain were harvested last week in the Miami Valley; the extreme dry weather has contributed to ripen it rather prematurely. The same cause may reduce the size of the berry.—*Cin. Gaz.*

The Wheat crop throughout this region is quite promising, and bids fair to yield an ample reward to the labors of the husbandman.—*Fort Wayne Sentinel.*

An examination of the grave of Spring, recently executed for the murder of two women at Philadelphia has proved that his body was either not buried at all, or afterwards surreptitiously removed. The coffin contained nothing but a log of wood and some clothing.

THE RECENT LOCOMOTIVE EXPLOSION.—A correspondent of the New York Tribune gives the following details of the recent fatal accident resulting from the explosion of a locomotive on the New York and Erie Railroad:

This (Thursday) evening between 7 and 8 o'clock engine No. 68—an old eight-wheel driver, used in helping the freight trains over the hill—exploded in the rock-cut between the Susquehanna depot and Lanesbro,' about half a mile from Conewacia bridge. I learn from those who saw her start a few moments before from the station at this place, to push up the hill, that her tender was literally covered with passengers going to the summit. Five are known to have been killed instantly, viz: two women, Mrs. Catherine Stately and Mrs. Catherine O'Day; and three men, Walter B. Arnold, Engineer, Michael Casey and Patrick Caron. Arnold's head was blown on the rocks on the south side of the railroad, his body some rods in another direction. The countenance was still as natural as life. His little son—a lad of 13—recognized it and exclaimed—"Oh! there's my father!" He ran to embrace it. The head dropped from the rocks, and the brains fell in his hands. The headless bodies of the two women lay blackened and mangled a few rods from the engine. Their husbands lived at the "summit." The bodies of the two other men lay torn and scalded a short distance from the tender.

Six are known to be wounded, viz: Gilbert Hill, fireman, slightly. A son of Walter Arnold, engineer, now deranged; injuries about the head and neck; may recover. Miss Eliza Stoddard, arm blown off and otherwise injured; has just had the stump of the arm amputated by Drs. Smith and Fisher of this place; recovery doubtful. Mrs. John Collins has a leg injured so that the bones are coming out, and hand and arm torn badly. Her husband, who had left her, and of whom she was in search at the time, utterly refuses to have amputation performed.—She will probably die to-morrow or next day. A number of others are slightly wounded, and it is feared a number were blown into the Susquehanna river, as the boiler was torn from the scene of the explosion, and rose so rapidly as to carry them away in a few minutes.

The cause of the accident cannot in all probability be ascertained. Arnold, the engineer, has the reputation of being a careful and strictly temperate man. Three gauges of water were in the boiler at the time she left the station. 65 was an engine which had been in constant use three or four years. Yesterday was in shop for repairs of smoke pipe. A post mortem examination has been held by Justice Seymour. Verdict: Death by accidental explosion of boiler 68. No blame attached to any person driving the machine; nor could it be seen that the boiler was in any way defective.

TOLEDO NORWALK AND CLEVELAND, AND JUNCTION ROADS.—These are consolidated. The meetings of the stockholders, of Thursday, at Norwalk, decided that, the vote on their part, and on the part of the Directors, was unanimous, the Presidents of the respective companies being instructed to settle the details of the contract upon the basis agreed upon in New York on the 28th ult., and submitted at the meeting, which reads:

I. The parties agree to consolidate, &c., upon the basis prescribed in the Charter of the T. N. & C. R. R. Co.

II. The parties agree to assume the line of the Port Clinton Railroad, and to construct the line of road from Sandusky, by Port Clinton, Perrysburgh and Maumee, to Swanton, and the connexion with the Michigan Southern Railroad.

III. The parties contemplate an extension from Fremont towards Fort Wayne, or in some other western or south-western direction; and they hereby promise to undertake such extensions as early as the interests and resources of the Company will admit.

IV. The parties will unite with the Mad River Railroad Company, in establishing and maintaining a Railroad connection between Sandusky and Springfield, by Clyde.

V. The stock of the two Companies shall be equalized before consolidating, so as to make their respective stocks of equal value; and to that end it is agreed that in consideration of the smaller cost per mile, and the present produtiveness of the T. N. & C. R. R., there shall be added to the stockholders of said Railroad, of stock or bonds, such reasonable allowance per mile as will carry out this principle of equalization.

VI. The Company agrees to establish and maintain workshops both at Norwalk and Sandusky.

VII. The consolidated Company assume and guarantee the respective obligations of the Companies.

VIII. The consolidation to take place on the first of September next, until which time the net earnings of each are to be regarded as the property of such Company.

Upon this report the consolidation takes place. If the details of the contract are settled. Until then, the respective roads will remain under their respective Boards of Management. After that, or until the annual election in January, Messrs. E. B. Litchfield, Lane and Boalt, will control the consolidation interests as an Executive Committee.

ALLEGHANY VALLEY RAILROAD.—The prospects of this great work are very bright and flattering The whole line from the city of Pittsburgh to the New York state line, near Olean, where it will connect by other roads with the New York and Erie, and the New York central line, is under contract, and the work is being pressed with great energy.

A large subscribed stock capital has been secured, amounting to over - - - - $3,300,000
The estimated cost of the work completed and equipped, is in round numbers - - - - - - - 5,000,000

Leaving but $1,700,000 hereafter to be supplied by further subscriptions to the stock or by an issue of mortgage bonds.

The president of the company, the Hon. Wm. F. Johnston, late governor of the state of Pennsylvania, an exceedingly energetic and efficient man, is now here on the business of the company. Messrs. Winslow, Lanier & Co., are its financial agents, through whom the bonds of the city of Pittsburgh and the county of Alleghany, in which the city is situated, will be disposed of. These bonds are now in their hands, and will shortly be offered to capitalists. They present one of the strongest securities ever offered. The population of the city and county is nearly 200,000, and their taxable property over $80,000,000; while their debt is comparatively small, and most of it represented by railroad stocks owned by them, all of which are worth par and upwards in the market.—*American Railroad Journal.*

NAVAL.—Orders have been received at the Charlestown Navy Yard to fit out the sloop-of-war Decatur immediately. She is to join the home squadron. Last fall the Decatur was taken into the dock and thoroughly overhauled and coppered, and consequently can be got ready for sea in a very short time.—*Nor'k Herald.*

THE United States ship Lexington, on ship to the Japan squadron, and freighted with presents to the Emperor of Japan, sails from New York on Saturday, for Macao, China, via Funchal, Madeira. Her officers are: John J. Glasson, Lt. Commanding; Reuben Harris, Master and Ex-Officer; P. Wager, Passed Midshipman; R. J. De Price, do.; R. D. Minor, do.; F. M. Clarke, do., and passenger; A. J. Mitchell, Purser; Wm. A. Nelson, Surgeon.

The clipper John P. Kennedy, Lieut. Collins, will leave New York for Africa to-day. She carries out letters and papers for men on the African station. She will afterwards join Commander Ringgold's exploring expedition in the North Pacific.

The steamship State of Georgia, of Philadelphia, whilst off the Capes of Delaware on Friday last was struck by lightning. The main top mast was badly shivered, and the fluid passed through the deck into the cabin, destroying a fine looking glass, near which a crowd of passengers were standing, and then passed through the engine room. No one was hurt, and the vessel but slightly damaged.

THE CALIFORNIA-MEXICAN INVASION.—We begin to get a little light, and to perceive some consistency of rumor in the matter of the invasion of Mexico from California by the Count de Raousset Boulbon. The story from California has been, all along that the Count was raising troops, and making preparation, while the story from Mexico has been that he had given up all project of invasion.

The "Universel" of Mexico, Santa Anna's organ, reconciles these conflicting stories. Boulbon has been making preparations, but has given them all up. The French Minister in Mexico, it seems wrote to him that he was engaging in a piratical expedition, which the whole world would condemn, and which would disgrace him. Boulbon wrote back to the French Minister that he was at the head of an organized force to invade Sonora, and to protect certain mineral rights and properties there, but he had taken this course in revenge of Arista's treatment of him. Nevertheless, now as things in Mexico had changed under the auspices of the illustrious Santa Anna, he was not only ready to abandon his expedition, but to offer Santa Anna his services, and even to present himself in the Mexican Capital, if Santa Anna would send him a passport. *Santa Anna sent the passport, and we shall probably soon hear of Boulbon in the city of Mexico.*

A SPIRIT RAPPER.—A young woman named Mary Ann Hammond called upon Mr. John S. Bussing, No. 32 Cliff street, New York, on Thursday morning, to get the reward of $500 that had been offered for the apprehension of the person who murdered Miss McElroy. She stated that she was a medium and carried the spirit of Miss McE. with her; that Charles Fourier was her guardian spirit; and that the murdered girl had informed her that a minister had killed her. She was taken to the city prison, and placed in care of the matron as a lunatic.

MEXICO.—An export duty of six per cent. is now placed on all silver coin and bullion shipped from the Mexican ports. General Arista's letter, protesting against his banishment, as recently published, was a forgery, as the real one is published at Havana, and contains no such passages as those referring to American Institutions, annexation, Carvajal, &c. In the late Vera Cruz insurrection three of the Government troops were killed and five wounded. Of the rebels forty were killed and wounded, and thirteen made prisoners. A German merchant was among the killed. Three of the most distinguished prisoners were put to death. A Territorial Government has been formed for the isthmus of Tehuantepec, a General Marin appointed Governor, and the capital fixed at Minatitlan.

MIDSHIPMEN PROMOTED.—The following are the names of the Midshipmen who passed their examination last week at the Naval Academy, and have been promoted to the grade of Passed Midshipmen:

Date of 1846. Oscar F. Johnston, Tenn.; Lewis Kimberly, Ill. Date of 1847, Edward P. Williams, Me.; William S. Sewell, Henry Wilson and Andrew E. K. Benham, N. Y.; Andrew B. Cummings, David B. Harmony, and John Irwin, Pa.; John T. Wood and Chas. W. Flusser, Ky., William P. A. Campbell, Tenn.; Bayard E. Hand, Geo.; John D. Raney, Miss.; Robert T. Chapman, Ala.; Frederick F. Breese, C. S. Thorburn, J. P. K. Myratt, and P. Connel, Ohio, William Gwinn and James F. Foster, Ind.; Wilson McDonnel, Md.—*Annapolis Republican.*

NAPLES.—That great villain, the King of Naples, is going on with his devilish work of despotism and death. On the 23d of April, thirty brave and good men were arrested while quietly pursuing their business, and disposed of, exiled, probably killed. The agony of families so rudely separated, the shrieks of wives and children stirred the blood of all. Yet these are common scenes in Naples, and every day tells of arrests, prosecutions, condemnations, imprisonments, deaths. Every lawyer who defended the prisoners of 1848 is now in prison or exile.—Such is the purport of a reliable letter to the Tribune.

LAKE SUPERIOR ITEMS.—The Propeller Peninsula, Capt. Andrews, has just arrived, bringing down thirty-nine tons of copper in barrels and masses from the Minnesota Mine—twenty tons from the North American in masses, and one hundred and forty-six tons from the Cliff, in barrels and masses.

ISLE ROYALE COPPER.—We are glad to be able to report the first shipment of copper from the Pittsburgh and Isle Royale Mine this season.—The Schooner Algonquin, Capt. Halloran, has just arrived with four tons of copper in masses and barrels from the above mine, and we hope soon to see more on its way to market. This Company is deserving of a rich reward for their perseverance which we have no doubt will soon be realized.—*Lake Superior Journal.*

RAILROAD ITEMS.—The Illinois Central Railroad Company, have awarded their loan of 3,000,000 at par, up to 105¾. They received bids to the amount of $4,960,000. The largest bidders were DeLaunay, Ischid, and Clark, who tendered on foreign account for the whole at par, but only obtain part. The President and Directors of the Company, are well satisfied with the result.—*N. Y. Mcr. Journal.*

A QUEER ARRANGEMENT.—The New York and Erie Railroad Company, according to the terms of their recent arrangement with the Central Railroad Company, virtually abandon *one hundred and thirty miles of their road!* They run to Buffalo instead of Dunkirk, and take their boats from the latter port.

We learn that Hon. John B. Jervis has been elected President of the Michigan Southern Railroad Company, to fill the vacancy occasioned by the death of Hon. R. B. Dunster. Mr. Jervis was predecessor of Mr. D., in the office.—*Toledo Blade.*

SUSQUEHANNA RAILROAD.—the work on this road is progressing as rapidly as the scarcity of hands will admit. On some of the sections considerable, work is already done.—*Sunbury American.*

UPPER LEAD MINES.—The Galena Jeffersonian of the 24 instant furnishes a very encouraging statement of the increase of the lead trade during the present year. The statements, we have reason to know, are authentic. The high price of lead, and experience of the uncertainty of gold mining, has stopped the rage for migration to California, and comparatively few persons have left the mines this season. Others have gone to work in the mines, and the result has been an increase of 68,104 pigs, equivalent with the shipments of the same time last year.—*St. Louis Republican.*

FIRE AT THE AMERICAN HOTEL.—At the time of the fire at the American Hotel, in New York, on Thursday afternoon, there were 169 boarders in the house. The fire destroyed the fifth and sixth stories, containing forty rooms, and nearly ruined all the others. Miss Annie Lonsdale, the actress, lost the whole of her theatrical wardrobe, valued at $600. Her sister, Mdle. Adeline, the dancuse of the Broadway Theatre, lost most of her stage dresses. Two of the servants of the hotel were arrested during the fire on the charge of stealing. Chief Matsell and two of the police were injured by falling rafters. The lessee of Mr. Astor, the proprietor, is about $25,000 of $30,000; insured for $22,000.

The large flouring mill of Cassel & Galligher, in Zanesville, and near the Railroad bridge, is to be covered with slate from the river and valuable quarries in western Vermont. The extra expense above that of shingles will be paid by the Railroad Company. The object is to protect it from fire by the sparks from the locomotive. All buildings near the railroad should be covered with slate or other fire-proof article. Slate makes a very handsome roof.

Mr. Sedgwick and the other members of the delegation from the World's Fair, have returned to New York. The President and Cabinet have given no definite answer to the invitation of the delegation to be present at the opening of the Crystal Palace. The President is not inclined to absent himself from the seat of government this summer. The Cabinet will probably attend the Fair separately. They desire to avoid a public reception in the intermediate cities.—*Cour.*

VERDICT AGAINST A RAILROAD.—In the Fourth District Court at New Orleans, on the 8th inst., Miss Camille Varillat obtained a verdict of one thousand dollars damages against the New Orleans and Carrollton Railroad Company, in consequence of her having suffered from an accident on their road, caused by a collision, by which one of her legs was broken.

DEATH OF EMIGRANTS ON THE CARS.—We learn from the Utica Gazette that two emigrant passengers died on the cars on Wednesday, on their way from Shenectady to Utica; their death is attributed to the excessive heat. It will be seen by reference to the Legislative proceedings of yesterday that the manner of crowding the emigrant cars has been made the subject of legislative action.—*N. Y. Cour.*

EXECUTION OF FITZGERALD.—Patrick Fitzgerald, convicted of the murder of his wife, was executed in New York on Friday. Only about a hundred persons were present, including the physicians, the sheriff and his aids, the coroner's jury, policemen, &c. He made no public confession.

FULL COFFERS.—The Sub-Treasury in New York, the *Express* says, is now fuller than it ever was before—running up to eight millions; Unless the Government makes a great sacrifice in buying up the National Debt, the surplus revenue will run over $20,000,000 when Congress re-assembles.

CONTRADICTED.—The Chambersburg Repository and Whig, of the 9th inst., denies the truth of the report that the cholera has again appeared in that place, and says that Chambersburg never was in a more healthy condition than at present.

THE WOOL clip of Maine, it is said, will fall short in amount from former years. The short crop of hay throughout the State last year, and the demand for mutton, together, have caused quite a diminution of the flocks.—*Boston Cour.*

MR. GILBERT, of the firm of McKinney & Gilbert, Cincinnati, a few days since had $8,500 in money and $6,000 in certificates of stock, stolen from his valise whilst on a railroad train.

THE citizens of Wilmington tendered Secretary Dobbin a public dinner during his recent visit to North Carolina. It was declined an account of the necessity for an immediate return to Washington.

A mail from the Salt Lake region was received at Independence, Missouri, on the 25th ult., being the first entirely through the Valley for many months.

The Secretary of the Navy is again at his post at Washington, after a brief visit to his domicil in North Carolina.

AT a meeting of the directors of the Chesapeake and Ohio Canal Company, held recently in Washington, ex-Governor Grason was re-elected President, and all the other officers were re-elected.

ON Monday last, the "Ancient and Honorable Artillery Company," of Boston, celebrated its *two hundred and fifteenth Anniversary.*

James McDonald, aged 105 years, visited Boston last week, to be present at the anniversary of the battle of Bunker Hill.

Messrs. Leake and Meade, of Virginia, both decline their foreign appointments, and it is believed that Col. Bissell will not accept his.

The new Governor of New Mexico, David Meriwether, arrived at St. Louis on the 5th instant.

Last week 10,000 bbls. whale oil sold at New Bedford at 50 a 58c. per gallon, and 250 bbls. sperm at $1 24.

CAPE MAY, according to the Philadelphia Inquirer, is to be unusually thronged this season.

Citizens' Insurance Company,

☞ THE President and Directors of the Company, have this day declared a DIVIDEND OF THREE DOLLARS per Share, upon the Capital Stock of the Company, payable to the Stockholders or their legal representatives, forthwith. SAMUEL L. MARSHALL, Secy.

PITTSBURGH, June 16, 1853. [jn18:4awtwe]

Lots For Sale.

☞ Fine locations for Summer Residences at private sale, until the 30th instant at 4 o'clock P. M., and all unsold at that time will be offered at auction, on the ground, in what is known as the "Scotch Bottom," a joining lands of the late James Ross, and lying between the Braddock's Field Plank Road and the Monongahela river, now laid out in Lots of two, two and a half, and three acres, by R. E. M'Gowan. Terms of payment made easy, as but a small amount of the purchase money will be required in hand. Inquire of

jn15:3t20 H. D. KING, Trustee.

☞ MR. SOLOMONS:—From infancy I have been afflicted with weak eyes and shortsightedness, and in all my travels I have never been able to get a pair of GLASSES that would help me. I have had several pairs that would enable me to see more distinctly, but could never keep them on more than one-half hour from the fact that they caused such great pain.

I happened to see your advertisement, by which I saw you had just imported some, and as it has been my constant aim to get a pair that would benefit me, I thought I would try yours.

You must not think me flattering when I say they more than answer my expectations. I have not been able to read by candle-light for more than half an hour at any time before I got these Glasses. Since I got these, I read one Sunday all day, and until ten o'clock, without experiencing the least pain, which is a thing I have not done before for years.

I say this much as I think it deserving your enterprise, and hoping others may be benefited by it.

You are at liberty to make use of my name at any time for reference. I am, sir, truly yours,

HENRY RAHL, Wharf Master, Pittsburgh.

P. S. I forgot to mention that my wife is greatly benefitted by the pair she got, and equally pleased. [j16

☞ LIVER COMPLAINT.—The only remedy ever offered to the public that has never failed to cure, when directions are followed, is MLANE'S LIVER PILL. It has been several years before the public, and has been introduced in all sections of the Union. Thousands are living who owe their recovery to the use of this valuable medicine. It has been tried under all the different phases of Hepatitis, and has been found equally efficacious in all.

For sale by all the principal druggists and merchants, in town and country, and by the proprietors

FLEMING BROTHERS,

Successors to J. Kidd & Co. Wholesale agent.

☞ We believe Nature has provided a remedy for every disease which flesh is heir to. KIER'S PETROLEUM or ROCK OIL, put up as it flows, from the great laboratory, concealed deep in the bowels of Mother Earth, is, without doubt, one of the greatest of these remedies. Read the following testimony, given by a grateful parent:

PLEASANT VALLEY, Ohio, Sept. 15, 1852.

Mr. S. M. Kier—sir: I have sold all your Petroleum or Rock Oil, some two months past, and have been looking for your agent to get a further supply. I should have sold some dozen more. We have found the oil very excellent in Fits and Dysentery. My daughter, at the time your agent was here, was lying very low with the fits, and never was a tearing fit, after the first bottle was used, and the fits stopped, and she recovered more and inclined to eat. Also, a extraordinary remedy for sores and inflamed eyes. Cuts, bruises, burns, scalds, and for the piles, some have been cured of long standing.

Yours, with respect, Isaac Burson.

For sale by all the druggists in Pittsburgh.

[For further advertisement of Petroleum please copy.]

☞ BURKE & BARNES' SAFES.—Here is the kind of testimony as to the value of our safes upon which we can confidently rest the reputation of our work. We have already published several certificates, proving that Safes made for our regular and ordinary sales, and sent abroad, have withstood the SEVEREST TESTS IN ACTUAL CONFLAGRATIONS, and preserved their contents totally free from damage. The following is another proof of the same incontestable character:—

$10,000 WORTH OF BOOKS AND PAPERS SAVED WITH A $40 SAFE!

ALBION, ERIE COUNTY, PA., November 12, 1852.

MESSRS. BURKE & BARNES—Dear Sirs: The two letters were duly received. I was absent at the time. I would say, in regard to your Safe, I could not be perfectly satisfied without a trial. I came to Albion, and on the morning of the 10th of June last, I found my dwelling being burned to ashes. It was built of wood and brick—a large three story building. The fire broke out at the time of the fire, and fell into the cellar, where there was a large amount of oil. It was a very hot fire.

My notes and book accounts were in the Safe, announced to about Ten Thousand Dollars, which was all safe and in good order. I cannot speak too highly, further, I would advise any person who is doing business, to lose no time, but buy a Safe for their property. As soon as I get one, that is good. I shall safely recommend your Safes to my friends.

Yours, truly,

JOHN CLARKE.

☞ CARD.—Doctor MYERS having been relieved from his official duties as Surgeon and Physician of the U. S. Marine Hospital, will in future give his undivided attention to his Profession. Office and residence No. 140 Third street, above Smithfield. my13:3m

☞ WE DIRECT the attention of our readers to the advertisement of a REMEDY INVIGORATING CORDIAL" to be found upon the fourth page.

HOME INSURANCE COMPANY

NEW YORK.

CASH CAPITAL $500,000!

R. C. LOOMIS, Agent,

No. 55 Wood street, Pittsburgh.

DIRECTORS:

Simeon L. Leonard ..... Late of the firm, Hartford.
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George Bliss ..... Firm of George Bliss & Co.
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James Lee ..... Firm of Lee & Bacon.
Charles S. Hatch ..... Firm of C. S. Hatch & Co.
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William G. Lambert ..... Firm of A. G. Lambert & Co.
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Lewis Alexander ..... Firm of Lewis Alexander & Co.
Lee Phillips ..... Firm of J. M. Phillips, Morgan & Co.
Jno. P. Cushing ..... Firm of Trowbridge, Dwight & Co.
John G. Nelson ..... Firm of Nelson & Co.
Charles F. Baldwin ..... Firm of Baldwin, Starr & Co.
George C. Collins ..... Firm of Collins & Collins.
George D. Morgan ..... Firm of M. D. Morgan & Co.
Lucius G. Tinsman ..... Firm of Tinsman, Day & Co.
Thomas Messenger ..... Firm of T. & H. Messenger.
David Sanford ..... Firm of Sanford & Spire Rope.
Orphan H. Norton ..... Firm of Norton, Butler & Hoyt.
Charles Fox ..... Firm of Fox & Stoddard.
Stephen Salisbury ..... Firm of Boyd & Faxon.
Buckland W. Hall ..... Firm of Hall, Merrick & Hall.
Alfred A. Burnham ..... Firm of Burnham & Hyde.
Rob. Lockwood ..... Firm of R. Lockwood & Son.
Lucius Hopkins ..... Firm of Hopkins, Allen & Co.
Lyman Cooke ..... Firm of Cooke.
Samuel Hopkins ..... Firm of Brown, Balmer & Dwight.
Isaac H. Frothingham, Firm of Frothingham & Brown.
John H. Swift ..... Firm of Swift, Hurlbut & Co.
Perry Mott ..... Firm of Mott & M